

SOUND TRANSIT

MOTION NO. M2001-02

A Motion of the Board of the Central Puget Sound Regional Transit Authority identifying a Preferred Alternative for the Central Link Light Rail Project in the City of Tukwila for purposes of completing the Supplemental Environmental Impact Statement.

Background:

On November 18, 1999, the Sound Transit Board adopted Resolution R99-34 selecting the alignment for the Central Link Light Rail Project and transmitted the decision to the Federal Transit Administration. For "Segment E" of the alignment through the City of Tukwila, the board selected a surface route along Tukwila International Boulevard. At the same meeting, the board adopted Motion M99-85 directing staff to review an alternative route recommended by the City of Tukwila, subsequently referred to as the "Tukwila Freeway Route (TFR)".

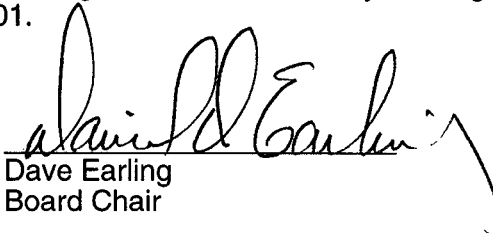
Following these board actions, staff evaluated the TFR and found sufficient merit in the route to recommend further study. On May 25, 2000, the board adopted Motion M2000-44 directing staff to initiate and complete a SEIS process on the TFR. The draft SEIS was issued on October 20, 2000, and a public hearing was held on November 15, 2000. The public comment period closed on December 4, 2000, and a final SEIS is expected to be published in March 2001.

The National and State Environmental Policy Acts require the lead agency to identify its Preferred Alternative, if it has one, in the final environmental document. The board will make a final decision on the alignment through the City this spring after issuance of the final SEIS.

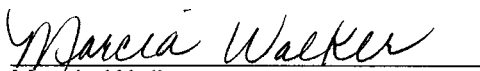
Motion:

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the Tukwila Freeway Route be identified as the Preferred Alternative for purposes of completing the Final Supplemental Environmental Impact Statement and that staff be directed to: identify alternatives for financing any additional costs that may exist on the TFR; to continue to work with Tukwila on the steps Tukwila has taken to reduce costs of the TFR; and to finalize the terms of the joint Sound Transit/Tukwila agreement on the Preferred Alternative for the board to act on this spring following issuance of the final SEIS. The alternatives for financing the additional cost should include the deferral or deletion of the Boeing Access Road Commuter Rail station and the deletion of the Southcenter direct access HOV ramp on I-405, and other financing methods and sources with the goal of achieving a neutral Sound Move budget impact.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on the 8th day of February, 2001.


Dave Earling
Board Chair

ATTEST:


Marcia Walker
Board Administrator